

Cambridge Cycling Scrapbook 1897 to 1990

Facts, Features and (occasional) Fallacies
reported in Cambridge Newspapers

summarised by

Mike Petty

Many of these stories were featured in my 'Looking Back' column in the Cambridge News from 1996-2014. They are supplemented by some selections 'From our Old Files' published in the Cambridge Independent Press and other notes.

The complete 'Cambridgeshire Scrapbook' of which this is a small section is published online at bit.ly/CambsCollection

I have digital and other copies of most of the stories summarised.
I hope to publish these online one day. If you would like them in the meantime then please get in touch.

The original volumes are housed in the Cambridgeshire Collection at Cambridge Central Library where there are many other indexes dating back to 1770.

They also have detailed newspaper cuttings files on over 750 topics that have been compiled since the 1960s.

Newspapers sometimes get things wrong. I copy things out incorrectly. Do check

There are a multitude of spelling and layout errors. Please forgive or correct them

News never stops but this file was finished on 31 August 2016.

I will maintain supplements and corrections – contact me for anything you need

Please make what use of these notes that you may. Kindly remember where they came from

See my website – www.mikepetty.org.uk for further notes.

Mike Petty, Stretham

2016

Note: these notes form part of

A Century of Cambridge News, from 1888

A Century of Cambridge News

Compiled by Mike Petty

*Dedicated to John Pink, Cambridge's first Librarian, 1855-1906 and
Charles Henry Cooper, compiler of the Annals of Cambridge*

*And to the Librarians who tried to preserve their vision of a
'Cambridgeshire Collection'*

*Made freely available as a 'Thank You' to all those who have helped
me discover something of the story of this great City*

*Please appreciate what it contains and correct the errors and
omissions*

*Mike Petty
28 June 2016*

The full Century is published in draft online at bit.ly/CambsCollection.

1890

John Howes made own 'Granta' cycles [27.2.8.12] {26.485}

1897 07 04

A trades and cycle exhibition was opened at the Cambridge Corn Exchange yesterday. A large part of the exhibition is devoted to the cycling trade and local firms are showing cycles of the finest and best patterns. At the stand of the Cycle Supply Co, (whose place of business is 23 Sussex-street) can be seen some fine specimens of the King, Granville, Ensign and Vanguard Cycles. The King cycles are made by the firm and three of the machines exhibited have been made to order for Cambridge people. The machines are a remarkably neat and well-finished lot. Ladies' machines can be obtained from £9 and gents' from £8 c1897 07 04

1897 11 09

A company has been formed to acquire the rights of an invention for automatically securing and holding cycles upon the principles of the penny in the slot. The public cycle racks will be placed in convenient centre, and, by putting his penny in the slot and thereby unlocking a lid which closes over the wheel, the owner can place his machine in perfectly safe custody, and take away with him a key, by which key alone the locker can be undone. To get his machine out the cyclist opens the lid, replaces his key, turns it and lets the lid down; the wheel is released by the falling of the lid, the penny drops into a receiver, the key is secured and the apparatus closed. 1897 11 09

1897 12 14

At the Cambridge Wanderers Cycle club annual dinner Mr G. Edwards, the Captain, said he did not say all cyclists were angels, because they were not. There were men who went tearing about, whistling down the street, ringing their bells and expecting to have the whole street cleared for them. There was another class who went for a ride in the country and had a sort of liking for riding on the path. Had the chief constable put a constable in the road in proper uniform no one would have complained. But he had to go and put a man in plain clothes to capture the people. The speaker was sure that the chief constable had a rise in his salary for the smart capture of cyclists 1897 12 14 CDN

1898 02 07

Cycle traders of Cambridge have put on one side petty jealousy, and uniting under the title of the Cambridge City Traders' Association have prepared an exhibition in the Corn Exchange. Every description of cycle is here, from the child's small machine and the slim one of the fair sex to the stout roadster of the hardy, touring, record-making male. The latest novelties find a place, and motor cycles and tricycles tempt those to whom ease and novelty are more than exercise. In this connection we may mention that it is proposed to have a motor car running during the week about the town in connection with the show. Special railway facilities have been granted and the exhibition should be an immense success. To all we would say "Go", whether a wheeler or not. CDN 1898 02 07

1898 02 14

After a considerable period of immunity from serious fire outbreak, Cambridge was visited with a fire which, but for the prompt measures taken for its suppression, must have caused widespread destruction of property in the vicinity. The conflagration occurred at Mr Varty's cycle stores in Bridge Street. The cause is supposed to have been a large lamp which was hanging up in the shop falling to the floor and igniting. The building is a very old one and contains an enormous amount of timber and this, upon being seized by the flames, burnt rapidly and fiercely. A large number of bottles of lubricating and lamp oils in stock added to the conflagration. Some 60 bicycles which were stored at the back of the house, belonging chiefly to University men, were rescued, together with some horses stabled in a shed at the side of the house CDN 1898 02 14

1899 06 26

There was a special temptation to the members of the Cambridge Wanderer's Cycling Club yesterday. It was "photo day"! We went away slowly for we were not mindful of the fact that a perspiring group would not make the best of photos? Moustaches shining in all the glory of a recent application of cosmetic had also to be studied. Our destination was Ditton Plough and when we arrived there was a general "spruce up", so anxious were we that such a "galaxy of beauty" should not be lost to posterity. Mr Lord placed us in position, endeavouring to look pleasant, keeping our heads on high and remaining perfectly still all at the same time. Three plates were used. That photo should be a good one - 1899 06 26

1901 06 26

The other day on a road outside Cambridge I met the Vice Chancellor of the University. Mr Chawner was not walking – he was not driving – he was riding a bicycle. I was not surprised. Were the Chancellor himself to take to bicycle riding, or the Bishop of Ely, there would be no comment to be made, except, perhaps on their style of riding. I would remark that on a bicycle the Vice-Chancellor carries himself with the grace and dignity becoming his office c01 06 26

1902 02 03

Sir – Allow me to warn cyclists using Hills Road that if the large patches of stones on the road tempt them to save their tyres by riding on the footpath they will probably be taken by constables in plain clothes. I am told they use a convenient post for observation, where they can watch the progress of cyclists along the footpath. Their action can be expected to yield a good crop of cases before the magistrates and fines of five or even ten shillings. Authorities who set constables to pounce on cyclists have devised a mean and contemptible means of employing a set of honourable men. This is against the spirit by which the law is meant to be administered – G.F. Searle. CDN 1902 02 03

1902 02 26

How often is the extremely low-priced machine a pitfall and a snare to the unwary novice? Glittering plate and enamel make it as attractive as the more reliable cycle, but also serve to hide a crowd of defects. The sensible cyclist knows that good value can only be obtained in one way and Messrs J. Howes and son of Regent Street, Cambridge have proved that good value is the foundation of good business. Their own bicycle, the Granta, is a fine piece of workmanship constructed with the greatest care. Now that the free wheel has come to stay, brakes have become absolutely essential. CDN 1902 02 26

1903 02 25

The Cambridge Corn Exchange exhibition of cycles and motors has become an annual event. Motors and motor cycles are as yet in their infancy and each year sees great strides taken towards perfection. There are on view some fine, up-to-date specimens of motor cars. The Mayor said he was a cyclist of some years' standing but his experiences of motor cars was very limited. He had been for a ride on a motor car, and thoroughly enjoyed it. Manufacturers were handicapped by stringent laws as to the pace motors might travel over public roads. While so many horses were about it was startling for them to find a vehicle coming at 20 miles an hour and making rather a peculiar noise. c03 02 25

1903 03 18

A large number of ladies interested in cycling met for the purpose of forming a cycling club for the benefit of those ladies engaged in business during the day in order to provide some recreation in their evening and leisure time. Runs and picnics will be arranged during the summer with socials and dances in winter. No opposition was aroused until the question of colours was arrived at and light blue and pink were decided upon. There was a little more discussion as to how they were to be worn but it was decided to leave it to the discretion of the members. c03 03 18

1903 04 22

At a meeting held at the Horse and Groom Hotel, Cambridge, it was resolved to form a new cycling club to be named the "Belmont Cycling and Motoring Club". Mr Lawrence, of the Belmont Cycle

Works, who is the founder of the club promised members a very substantial reduction on all goods and repairs at the Works and also offered a 10-guinea challenge cup to be competed for yearly. The club promises to become very popular c03 04 22

1904 04 09

Cycle dealer hides medallion, finder gets bicycle - will lend bikes to people looking for it [7.5]

1904 10 22

Cyclists now allowed on more paths over commons [8.7]

1904 06 25

"A few years ago the bicycle was looked upon by pedestrians as a real terror, accidents were frequent. Those that grew with the machine now simply regard it as one of the ordinary dangers now regarded as one of the ordinary dangers & lookout for the 'wheeler' who comes scorching by at the phenomenon speed of 20 mph. Today the real terror is the motor car and motor bike scorching by at 30-40 mph ... begoggled motorists" [8.5]

1904 06 10

Professor Darwin was summonsed for riding a bicycle on the footpath on Coe Fen. Pc Ridgewell said he had got off when he spoke to him but then mounted his bicycle and rode off. The Professor said he thought he had better get off the common as quickly as possible and it never occurred to him that he should walk. He had ridden the path for ten or twelve years and had never been spoken before. He was fined five shillings. 1904 06 10

1904 09 14

The Official Receiver examining the affairs of a cycle dealer in King Street, Cambridge heard that he had begun business in 1895 and made a fair income until two years ago. The causes of his failure were bad trade, loss on a motor car and the illness of his wife and family. Since the receiving order had been made he had kept two men on the premises at work doing repairs to keep the business going. The New Hudson people had written asking what he would take for the whole thing and Mr Ison had also been after it. The Receiver said 'A man who would work would do very well. Of course when a man stands outside for an admiring crowd to gaze at you cannot wonder ...' Among his creditors were Macintosh and Sons, J.F. Amps, Enfield Cycle Co, The Cycle Exchange and H. Swainland. CDN 14.9.1904

1905 07 08

'Cyclist' writes that he started on a long ride into the fen districts and distinctly remembers placing a repair outfit in his saddlebag. When in one of the most benighted parts of the fen he discovered a puncture he turned his machine in readiness to repair it. To his disgust he found his repair outfit had been abstracted from his bag. The theft is one of those paltry offences that only an excessively mean nature would cause a man to commit. 05 07 08c

1905 09 27

Mr S.W. Lack, the Histon cyclist has just completed another season during which his successes have firmly established him in the front rank of cyclist athletes. Since he began racing five years ago he has won prizes worth more than £2,000 which are now on display at Joshua Taylor's. They include the Ely Challenge Cup which he won outright in 1903, despite fierce competition from London cyclists. They have all been won on a 'New Chesterton' manufactured by W.J. Ison of Cambridge. 05 09 27a & b

1905 09 27

Cambridge possesses a road-racing cyclist of repute in Mr A.G. Markham one of the most prominent of the North Road Club. Road-racing is not extensively advertised and his achievements are not widely-known. Last Saturday he took part in the Club's 12 hours' unpaced time trial when he covered

193 miles including a ride to King's Lynn against a stiff breeze. Earlier he covered 100 miles in the good time of five hours, 23 seconds. He rides a 'Belmont' Cycle made in King Street 05 09 27c

1906 03 10

Cat punctures new pneumatic tyres [8.9]

1906 06 30

Isaac Wilderspin, implement maker of Elsworth won first prize in an international competition for the best non-skid tyre for bicycles. The trial lasted five days with machines tested on a slanting asphalt track, besmeared with Thames mud and soft soap before being sent on a 300 mile run on the high road. It was ridden by W. Tolliday of the firm of Parker and Son, cycle makers of St Ives. Now he has invented a similar tyre for motor cars. 06 06 30a

1906 11 06

Cyclists are petitioning Cambridge town council against the use of flints in the streets during wet or frosty weather. Something must be done to stop the spreading of these puncture traps. Surely some other material can be found. The flints are also driven into the wooden paving blocks by heavy traffic and must damage them. Cambridge is not such a hilly town as to present unusual difficulties in this respect. We trust everybody will sign the memorial of protest. 06 11 06a

1907

Arthur Markham held world cycling records - 307 miles in 24hours, also 50 miles in 2 hours & 100 miles in 5 hours [38.3.3]

1907 07 16

Messrs King and Co are displaying a number of cycles and motor cycles at Cambridge Corn Exchange. There is with a 'Rex' motorcycle which can be bought for 24 guineas, one of the cheapest on the market, and the 'King' bicycle with Crabbe brakes, Warwick tyres, Hyde free-wheel, Perry chain and Brooke's saddle, costs six guineas. Standardisation of parts has indeed wrought a revolution in the cycle industry. 07 07 16

1908

consider banning cyclists from Senate House Passage [1.15]

1908 04 17

Herbert Robinson bicycle showrooms expansion – 08 04 17b

1908 05 12

Cambridge Ladies' Social Cycling Club held 30 runs last year which were not so well attended as before, owing to the unsettled weather. Three invitation runs were arranged to get other cycle clubs to join, and they were well patronised. Successful picnics were given at the Swan House Tea Gardens, Harston and at Whittlesford. A prize will be awarded to the lady who attended the most runs during the season. 08 05 12

1908 05 09

Quinsee, cycle dealer and repairer, factory case – 08 05 09

1910 03 05

"Bicycles a nuisance, pavements full of parked machines whilst college courts empty - it will be 20-50 years before the problem is solved" [8.16]

1910 07 09

"Bikes needs as working people cannot afford to live in Cambridge" [8.18]

1910 11 19

Cycle dealer invited by De Freville resident to offer price for second-hand bike, she wants £3, he offers 35/- (£1.75) & at that price woman sells it to neighbour [9.1]

1910 02 09

Through the enterprise of Mr W.J. Ison, the Cambridge public is able to see the latest developments in bicycles as exhibited at the great cycle exhibition at Olympia, London. In the windows of his depots in Chesterton Road and St John's Street are to be seen samples of the all-steel Raleigh cycles which attained such wide fame. Doubtless many local cyclists will take the opportunity of inspecting these latest models of all that is best and most modern in the bicycle – 10 02 09c

1910 03 25

Two London youths were charged with stealing and receiving cycles. A clerk in the booking office at Shelford station said one lad had come in with a cycle which he had sent to London by the 2.14 train. It had been collected from St Pancras station next morning and taken to a pawnbroker who was suspicious and informed a detective. The lad confessed: "Me and Wilson went to Cambridge on Saturday and stole two. We rode over to Shelford and booked them to London then walked back to Cambridge and I got another one" 10 03 25c [8.17]

1910 12 17

Complaint that chipped flints put on roads to provide footholds for horses during snow destroy cycle tyres [9.2]

1911 02 04

Robinsons do large business hiring bikes to undergraduates, lost 20 bikes in a year, bikes so plentiful & left in such a reckless way that remarkable so few lost [9.16]

1911 09 23

"Bicycles have solved the housing problem - people have to go so far from centre to find houses to rent [9.19]

1912

Ben Hayward cycle & electric shop opened [NS2.13]

1912 02 24

Pranksters replace bicycle light oil with cold tea [9.4]

1912 03 01

Belmont Cycle and Motor Club is in a very flourishing condition with an increased membership and improving balance sheet. It will continue to support amalgamation of other clubs to promote the social side of cycling and to arrange the club fixture cards to fit in with amalgamated club runs for the coming season. This would foster friendly feeling and attract fresh members, members were told. 12 03 01c

1912 08 12

Mr A.G. Markham, the ex-holder of the 100 miles' world's tricycle record and present holder of the 24 hours' Eastern Counties tricycle record, covered the splendid distance of 192 miles in twelve hours. For over 60 miles he had to struggle with a dead head wind which blew with tremendous strength across the open fenland. To make things worse, at 140 miles his stomach went wrong and he went all to pieces. Four times he gave up the ride as hopeless but his followers would not let him rest and after dosing him with brandy and bathing his head they managed to keep him at it. It is doubtful if any other man of his age – he is 44 and has been taking part in violent athletics for 26 years – would have done such a ride. 12 08 02aa

1913 11 01

Cycleways suggested [9.13]

1913 07 04

Some astonishment was caused in Histon one evening by the appearance in the village of two cyclists, mounted not upon the ordinary 'safety' so common nowadays, but astride the high velocipede, with the large and smaller wheels, which were much in vogue some two decades ago. 13 07 04 p12 CIP

1915 04 02

Mr A.G. Markham, the well-known Cambridge cyclist, met with a serious accident. He was riding a cycle along Victoria Road and was about to pass some horses ridden by soldiers, when one of the animals shied and, backing into Mr Markham, knocked him on to the kerbstone. The result was he was badly thrown, dislocating his shoulder. 15 04 02

1916 03 15

Cambridge Automobile and Engineering Company new works on corner Hobson St & Sidney Street – profile – 16 03 15h, advert 26 03 08g

1916 08 30

The military cyclist: Cambridge pioneers of the past and present – feature – 16 08 30d

1919

Hallen's demonstrate power tricycle at Mammoth show 73 10 31 [12.3]

1920s

"bicycle standard transport, dons had machines of more than ordinary height & unusual construction, a Regent Street cellist had one with tyres twice normal diameter to protect cello from shock" - Acres 70 03 04 [4.3]

1920 04 14

Cycle Locks.—For a good many years Cambridge has suffered from the depredations of the cycle thief, despite the vigilance of the police and numerous convictions of offenders. At a time when a bicycle is such an expensive item, and thieves are as active as ever, the invention of a simple lock has come as a great boon to cyclists and motor cyclists. A well-known Cambridge scientific engineer—Mr. O. W. Hallen, of 58a Bridge Street—gave some thought to the matter, and he has devised a simple invention which will readily command itself to owners of bicycles and which should effectively reduce the number of thefts of machines from the streets. The lock is a permanent attachment to the cycle or motor-cycle, and when it is thrown into action it prevents the rotation of the wheels. The device consists of a clip to fix on the forks of a bicycle, and a moving lever secured by a padlock. When the bicycle is left unattended the lever is pushed inwards towards the wheel and locked. It is then impossible to ride the machine, as the lever obstructs the spoke of the wheel. When the lever is withdrawn by the rider it does not interfere with the free movement of the spokes. Small and unobtrusive, Mr. Hallen's device weighs but a few-ounces, and is practically stamped from one piece of metal. A thief could neither unscrew it nor break it without the use of extreme force, and as the lever will probably be case hardened when produced on a larger scale, it will be almost impossible to file through it. The device should not prove expensive, and the largest item will lie in the cost of the padlock selected by the cyclist himself. Mr. Hallen is at present negotiating with several large firms of cycle accessory makers for mass production of the device on a large scale. 20 04 14 CIPof

1920 20 27

Method of disposal of bicycles stolen from streets disclosed at court – taken to Shelford station and sent to London - Ch 20 10 27

1923 09 18

Sir - During the time that Silver Street, Cambridge, has been closed for traffic, some hundreds of persons have used Mill Lane, Sheep's Green to Newnham mill path. This opens a solution of the

problems of relieving Silver Street of a great number of bicycles, especially during the dinner hour. I would like the Corporation to consider widening the wooden bridges, lessening the gradients, covering in the outlets of Newnham mill, and improving the cobble stones in Mill Lane, in order to encourage cycle riders to use this way. The one drawback to this scheme is the sharp turn at the King's mill corner, but this might also be overcome – "Newnhamite" c23 09 18

1925

Cyclists allowed to go against stream of traffic when Market St & Petty Cury made one-way - 25 02 07 [1.20]

1926

Of 1996 bikes found by police in 1926 1,709 were reclaimed – 27 03 12 [6.26]

1927 10 29

Appeal for bike parking places [7.8]

1929 05 13

Cycle paths proposed CDN 13.5.1929

1930 08 30

There are a five-seater, a quad, a triplet and a tandem bicycle to be found at the Belmont Cycle and Motor Works, King Street, Cambridge. They were formerly part of the fleet of pacing multicycles used by the famous Dunlop racing teams at the old Herne Hill track. Owing to the amount of motor traffic nowadays it is not advisable to ride the 'quint', a lengthy machine, but the others are still available for use. 30 08 30b & c

1931 04 03

William James Ison started as a cycle dealer in Chesterton Road in 1897; his business prospered and at one time he had four shops selling and repairing cycles. He also put one of his own machines on the market. The 'New Chesterton' has become deservedly popular and a special racing model won over 100 prizes in 1908. His late wife was sister of Fred Lawrence of the Belmont Cycle Works in King Street. 31 04 03f [6.16]

1935 10 18

Sir – while I was at the Theatre Cinema some kind individual stole the dynamo from the back wheel of my bicycle which was in the theatre cycle shed. It could only have been undone with the aid of a screwdriver and whether the lamp-snatcher is an amateur or professional, he certainly made a good job. Some people seem to have a mania for collecting, pumps and lamps and should by now be able to set up a retail store. I hope something will soon be done about these thefts which are happening every night by the dozen. – R.H. Stanton 35 10 18

1936 08 15

The Christian Science Monitor observes: 'In Cambridge, Saturday afternoon shoppers parked their bicycles along the street and left all sorts of packages unmolested in open baskets on the handlebars. Other cycles were left in racks beside the college buildings. If one missed his machine, we were told, he had only to wait till the morrow; someone had taken it by mistake and would return it to its place'. Evidently our American friend has not heard of our undergraduates and their 'taking little ways'. Their 'mistakes' are more frequent than some of us like and both pumps and lights also have a habit of disappearing 36 08 15a

1937 03 01

Cycle history lecture – 37 03 01a

1937 08 14

More ladies have come forward in the search for Britain's oldest women cyclists. Mrs Cross of Toft (81) still rides her ordinary lady's bike regularly while Annie Long of Withersfield (75) has a machine she bought in 1898. Mrs N. Plint of Gt Shelford rides into Cambridge each day to deliver fruit grown in her garden & Mrs H. Ball of Staploe (68) also bikes five miles a day to work. Mrs L.M. Mortimer (63) of Chedworth Street is one of the most consistent riders, having done thousands of miles since she was ten years of age. 37 08 14a

1938

Herbert Robinson takes delivery of 500 bikes just before bus strike – 37 04 24 [6.18]

1938 01 29

Ronald Searle cartoon of cycling problems, 1938 – [6.19] 90 03 22d

1938 02 04

Councillors refused the erection of a small cycle shelter in the front garden of a house in Scroope Terrace. There were already two such shelters and it was hard to refuse another. But they had to stop somewhere. This was one of the loveliest terraces in Cambridge and should be preserved. They hoped to get the other shelters removed. There were a great number of front gardens where people would like to have sheds but would never dream of asking the council for permission. They would have many applications if they acceded to this one. 38 02 04b

1939 05 27

A feature of the newly-finished ring road between Ditton Walk and Newmarket Road in Cambridge is a special track for cyclists, which is an innovation in this district – 39 05 27

1939 12 18

Police are dragging the river for two local cyclists who disappeared during the black-out after they had set out to cycle to their homes. Following a report that what appeared to be two cycles had been seen lying on the bed of the river near Dant's Bridge police commenced dragging and recovered a lady's machine. Later a man's cycle was brought to the surface. They have been identified as belonging to the missing couple. The man could swim but had a disabled leg due to a football injury. The girl is the daughter of a stone mason and worked at a local factory. 39 12 18 & a

1943 08 03

Cyclist killed in collision with tank, one of a number in a big convoy in a Polish unit in Lime Kiln Road – 43 08 03

1948 05 08

There must have been many conjectures as to how many cycles do pass up and down St Andrew's street, Cambridge, in the course of a day. A special cable apparatus used by Cambridge Borough Police yesterday recorded an average of 1,400 cycles per hour. During the peak period from 12.30 to 1.30 pm nearly 2,000 cyclists were clocked. Motor traffic figures are negligible by comparison only 460 vehicles an hour being "clocked" regularly over the whole day. The census was organised in connection with the one-way traffic system which will shortly be brought into operation c48 05 08

1949 05 17

Cycling history was made when the Cambridgeshire Road Club promoted its first open time trial on roads west of Cambridge. It is believed that this is the first open road event ever to be organised by a Cambridge cycling club, and the experiment proved to be an unqualified success. An entry of 183 was received from clubs but only 120 could be accepted. The Cambridgeshire Road Club team of B. Curtis, F. Krebs and V. Avis came second in the team race c49 05 17

1960s The Cambridgeshire Collection has detailed newspaper cuttings files from this date

1960 01 03

The 'Grand Old Man' of Cambridge cycling, Mr C.M. Woods, was secretary of the New Chesterton Cycling Club for 35 years. He arranged ten motor and cycle race meetings on the Amalgamation Ground in Queen's Road and was sports secretary for the Mammoth Show on Jesus Green which included the famous rodeo which attracted a record 'gate' of 35,000 people. During his career he came into contact with many famous cyclists including Albert White, Jack Sibbit, Ernie Payne and Reg Player. 61 01 03 #

1962 02 24

Bicycles. Battered ones, shiny ones. Fiery racers and aged trundlers with baskets. Bicycles for traffic weaving in town or gentle rolling down country lanes. All have seen better days. They have laid at the police station unclaimed and yesterday were sold off by auction with prices ranging from ten shillings for boneshakers to £8 for superior machines. 62 02 24a

1964

Blind-folded student cycles rush hour traffic [369.21.16]

1965 03 11

Ward's move to new premises in Burleigh Street marks another stage in the long history of a firm which started when Jonas Ward made a living mending bicycles in East Road. For some time they made the famous Crown cycles, one of which was ridden from Cambridge to Monte Carlo in 1930. They also supplied carrier cycles and box tricycles. Later they diversified into wireless, gramophones, washing machines and baby carriages and became one of the first to stock televisions in 1938. – 65 03 11a, b

1971 08 26

John Howes move Regent St, founded 1840, 1869 turned velocipede, 1890 made own 'Granta' cycles move into new showrooms, Regent Street – 71 08 26

1971 11 29

Anti-car demonstration, 450 cyclists take part [11.3]

1974 03 04

Anti-car demonstration, 250 cyclists take part, call for bus & cycle lanes [11.4]

1975 06 11

7,000 petition for cycleways, proposals announced for route from Arbury to centre & for cycle lanes [11.5,11.7]

1976 08 06

Cambridge's first bus and bicycles lane comes into operation along Victoria Avenue after the Government approved the city council's experimental plan to put down a special lane from the Four Lamps junction to Victoria Bridge. The plan also bans all parking along the Midsummer Common side; this means the hundreds of motorists who leave their cars there will have to find somewhere else. The aim is to speed up the substantial number of buses using Victoria Avenue, particularly during the evening peak period when traffic congestion causes extensive delays c76 08 06

1979 03 05

300 sign another petition for cycle lanes [11.9]

1979 07 16

4-wheel 'cyclomobiles' hired to tourists [11.10]

1979 03 09

The Mayor of Cambridge, Coun Alec Molt, faced 300 chanting cyclists outside the Guildhall and signed their petition demanding better provision for cyclists. The demonstration began with a lecture on road safety and bike maintenance by the police, then led by a Panda car, they took a 15-minute tour of the city centre streets before returning to Peas Hill to hear councillors' views. Their priorities include cycle lanes on the Huntingdon & Madingley Roads and a contra-flow cycle lane in Downing Street. CEN c 9.3.1979

1979 05 03

What is claimed to be the largest cycle shop in Cambridge, with a stock of thousands of new and used machines has opened on the corner of East Road and Norfolk Street. The new shop – 'Thakes – the Cycle King' – is the fourth in a rapidly-growing string owned by Nick Thake who calls himself 'the 27-year-old work maniac'. His other shops are in the London suburban and Southend areas. It will offer discounts of up to 50 per cent with a guarantee of rapid service and total satisfaction and also specialise in finding parts for very old cycles or obscure foreign makes. CEN c 3.5.1979

1980 06 17

Downing street contra-flow starts amidst protests re safety [11.11]

1980 02 14

Arbury cycle route opened [11.12]

1980 09 24

There are twice as many bicycles in Cambridge than in other towns, but there are three times as many bike shops. The proprietor of University Cycles of King Street says the overheads are high but with hard work it is possible to make a comfortable living. Second-hand bike sales peak at the start of a university term and winter is a good time for repairs as with ice and snow there are frequent breakages. But Cedar Cycles of Cottenham say people travel out to them because they are the cheapest in the area. 80 09 24b-c

1981

Cycling on footpaths experiment starts [11.13]

1985

Clive Sinclair launches C5 electric trike [3.11]

1987

Cambridge's traditional transport, the bicycle, will be deliberately used to slow down city centre traffic. The medieval central streets will be made even narrower which will make it even more difficult to overtake bikes. Traffic restrictions will also be introduced, including the banning of taxis. The streets have been reshaped and cleaned up with York stone used in areas considered 'visually sensitive'. But workmen in Trinity Street have been delayed by having to remove hundreds of wooden blocks dating back to the days of horse-drawn vehicles 87 03 13b amount of traffic using central roads drops, cars from 252 to 17 [NS3.14]

1987 04 23

Major moves to curb cyclist and pedestrian accidents in traffic-choked Cambridge are now under way. New pavements have been laid and roads have been narrowed with the aim of using bikes as 'traffic regulators'. This has made it very unpleasant for cyclists who have to choose either to ride in the middle of the road and be harassed by impatient drivers or at the side and have pedestrians stepping out in front of them and cars squeezing dangerously by. Motorists drive menacingly close so that the cyclist in panic pedals even faster like a frightened hen. 87 04 23

1987 05 21

Ben Hayward opened a small bicycle and electrical business in Cambridge in 1912. Today it is still going strong as a bicycle specialist in Trumpington Street maintaining a tradition of good service and

friendliness. They can build a bicycle especially for you, assembling the whole machine to create something unique and if necessary a frame can be made by a company in Leeds. Customers also get a free first service done by the firm's own workshop in Laundress Lane 87 05 21b

1989 07 06

Townsend's take over Ison's cycles which was started by W.J. Ison in 1893 and made the New Chesterton cycle. Albert Townsend started in 1890s making Cambridge Light Blue Cycles in Norfolk Street, moving to Burleigh Street in early 1960s 89 06 30 Townsend's history – profile – 89 07 06

1989 11 03

Townsend cycle experts since the 1890s – feature – 89 11 03 & a

1989 11 28

The new South East Cycleway from Market Square to Cherry Hinton follows quiet back roads, avoiding the nightmarish Mill Road which can reduce cyclists to a nervous wreck. It includes a new £2million bridge across the railway near Cambridge station. This is a striking structure with a triangular tower from which cables support a cycle and walkway fully protected from the elements by a transparent polycarbonate tube. It is thought to be the longest bridge of its type in Western Europe. 89 11 28a, 29

1990 05 17

John Brown family made custom-built bicycles, awards Town and County Cycling Club cup – feature – 90 05 17b

1993

Community 'green bike' scheme launched; most machines vanish [Rev]

Addenda

General articles reviewing history

"Early cycling" - notes TT - 31 07 11 [2.2]

Cambridge Liberal cycling club history – 33 01 14a & b

The appeal for pioneer women cyclists heard from Dorothea Conybeare. Her father, Rev Edward

Conybeare of Barrington, had bought her sister a bike on 28 July 1893. By 1894 women's bicycles still rather unusual and fellow Perseans were much impressed when they'd cycled in from Barrington to be present at an examination for which the train would have been too late. She does not remember seeing any Cambridge women or girls bicycling before 1893 but saw two during a visit to Leicestershire in 1892 and was agreeably surprised by their grace and dignity 37 07 31a
King motorcycle history - 60 03 28

"In 1847 Cambridge had giant tricycle with 12 foot wheelbase" - 57 02 02 [6.24]

First bike made & ridden in Cambridge in 1863 ("73 years ago" from 1934) - 34 11 17 [2.8]

Robert Taylor of Soham made bike, biked to London 1870 & his was first bike seen there - 35 07 12 [2.10]

One of first bicycles seen in Long Road in 1868 - 13 11 01 [9.10]

Cambridge blacksmith invented 'suspension wheel' - thin iron spoke for bike wheels 31 07 04 [2.1]

Old velocipedes with wooden wheels hired by Mr Howes in 1868 [9.10]

Townsend's made own bikes till competition from large manufacturers, 1868 [446.15.4]

Howes bikes to Cambridge 1840, built bone shakers 1868 after seeing one in Parish exhibition, introducing it to Cambridge [446.16.6]

John Howes founded 1840, 1869 turned velocipede c1881

Townsend's in business almost 100 years (c1895) Norfolk St making 'Cycleries' bikes [9.11]